SPECIAL INSTRUCTIONS

ired side clearance exists on both sides of track at 4.1 west of Hager where "telltale" has been installed for ction against over-width or shifted loads onto bridge IP 2.75. Trains handling logs must stop before crossing ge at MP 2.75 except when engineer has received positive rmation from trainman that telltale is not damaged. If is made because proceed information was not received, s of logs must be inspected before train proceeds. ge at MP 2.75 is not standard clearance on side. Height ect.

le moving, trainmen must observe track from rear of ose for indications of derailment or fallen logs. Between et and sunrise two Dietz lanterns must be placed on rear aboose to assist in this inspection.

n trains handling logs are required to meet or pass other as, thorough inspection must be made before passing to re proper clearance.

ept when extraordinary conditions require, trainmen will ride on cars containing loads of logs.

nsportation Department Employes will be governed by Consolidated Code of Operating Rules and General ructions effective June 1, 1967, of the Great Northern way Company. Except as otherwise indicated by the ial Instructions contained in this time-table, they will be governed by the Great Northern, Cascade Division -table Special Instructions currently in effect, under ion "All Subdivisions" as far as applicable.

nal position of switch at West Switchback and switch at Switchback will be for movement via switchback.

aining valves will be used on descending grades as follows:
no dynamic brake in operation, one retaining valve for 65 tons in train West Switchback to Sprague River ward and West Switchback to Horton westward.

ins in both directions must make air brake test before ing West Switchback.

imum tonnage per operative brake is as follows:
t Switchback to Sprague River.....65 tons
t Switchback to Horton.....65 tons

V. W. DICE, Asst. Superintendent
S. H. SNELL, Chief Dispatcher
A. T. WALKER, Master Mechanic
D. D. DAHL, Trainmaster

OREGON, CALIFORNIA AND EASTERN RAILWAY

TIME TABLE No. 10

EFFECTIVE AT 12:01 A. M.

PACIFIC STANDARD TIME

Monday, January 1, 1968

E. F. OVIATT, Superintendent

Printed in U.S.A.

Car Capacity		SECOND CLASS		Time Table No. 10		
		600	603	Effective January 1, 1968		
Sidings	Other Tracks	Daily Except Sunday	Daily Except Sunday	STATIONS	Distance from Bly	SIGNS
.....	.....	11.30Am	10.01Am	.....KLAMATH FALLS.....	63.1	PTY
				3.4		
14	.....	11.41	10.11	.....HAGER.....	59.7	P
				3.9		
.....	5	11.53	10.23	.....OLENE.....	55.8	
				7.5		
31	.....	12.19Pm	10.49	.....MOYINA.....	48.3	
				2.4		
.....	40	12.30	11.01	.....DAIRY.....	45.9	PT
				7.7		
.....	3	12.53	11.23	.....HORTON.....	38.2	P
				6.5		
.....	58	1.18	11.46	.....WEST SWITCHBACK.....	31.7	P
				1.2		
.....	58	1.28	11.56	.....EAST SWITCHBACK.....	30.5	
				4.9		
62	.....	1.45	12.10Pm	.....SPRAGUE RIVER.....	25.6	P
				13.1		
25	.....	2.25	12.48	.....BEATTY.....	12.5	Y
				0.4		
.....	.....	2.30Pm	12.50	.....SYCAN.....	12.1	RY
				12.1		
.....	122	.....	1.25Pm	.....BLY.....	0.0	RY

SPEED RESTRICTIONS

TERRITORY	Trains Handling Logs	Trains Not Handling Logs	Engines Backing With Without Cars
P 0.0 to MP 3.5.....	20	25	20
P 3.5 to MP 30, except.....	20	30	20
MP 9 to MP 10.....	20	20	20
Through rock cut MP 13.4.....	15	15	15
MP 16.8 to MP 17.8.....	20	20	20
P 30 to MP 35.....	20	20	20
P 35 to MP 51, except.....	20	30	20
Through turnouts at Sprague River.....	15	15	15
P 51 to MP 64.3.....	20	25	20

RATING OF ENGINES IN TONS

NOMINAL CLASS	Eastward			Westward		
	Klamath Falls to Horton	Horton to West Switchback	West Switchback to Bly	Bly to Sprague River	Sprague River to West Switchback	West Switch to Klamath
N GP-9.....	1650	1050	4000	4000	1350	240
N SD-9.....	2100	1300	5200	5200	1675	290

Look out for falling rocks in cut at MP 9, between MP 13 and MP 14, and between MP 17 and MP 18.